

# **Minneapolis's Bicycle Friendly Community application**

# Minneapolis Mayor or top elected official in municipality:

R.T. Rybak

**Contact First Name:** 

Name of Community:

Nick

**Contact Last Name:** 

Mason

Position:

Inside Sales & Advocacy

**Employer:** 

Dero Bike Rack Company

Address:

2657 32nd Ave. S

City:

Minneapolis

State:

MN

**Zip:** 55406

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Website: (not required)

www.dero.com Population: 373188 Square mileage of municipality, Total Area: 58.00 Square mileage of municipality, Water Area: 3.00 Square mileage of municipality, Land Area: 55.00 **Population Density:** 6970.00 Average temperature for January: 12.00 Average temperature for April: 46.00 **Average temperature for July:** 74.00 **Average temperature for October:** 50.00 Average precipitation for January: 0.80 Average precipitation for April: 2.20 Average precipitation for July: 3.80 **Average precipitation for October:** 1.90 **Median Income:** 37974 Age distribution, % under 20:

25.69

Age distribution, % 20 - 64:

Most

65.19 Age distribution, % 65 - 84: 7.45 Age distribution, % 85+: 1.67 Race, % Hispanic or Latino: 7.60 Race, % Not Hispanic or Latino: 92.40 Race, % One race: 95.60 Race, % White: 65.10 Race, % Black or African American: 18.00 Race, % American Indian and Alaska Native: 2.20 Race, % Asian: 6.10 Race, % Native Hawaiian and Other Pacific Islander: 0.10 Race, % Some other race: 4.10 Race, % Two or more races: If you have Journey-to-Work census data on bicycling to work, what percentage of people in your community bike to work? 2.63 How many households are within 1/4 mile of a retail or business area? Most How many neighborhoods have significant grass, flowers, and trees? ΑII How many neighborhoods have significant amenities such as parks, water fountains, benches, and public art?

How many neighborhoods in your community would you consider a good place to raise children?

Most

Do you have a Bicycle Master Plan?

Bicycle Friendly Community Administrator

Yes

Do you have a written bicycle accommodation policy?

Yes

What was your community's most significant investment for bicycling in the past year?

1. Completion of the Midtown Greenway- \$25 million bikeway that extends E-W across the city. 2. Planning for bridge over the Mississippi River to connect Greenway to St. Paul. 3. Bryant Ave Bridge connecting SW neighborhoods to downtown. 4. Secured \$185K for SRTS (9/25/06)

List current community activities that encourage/promote bicycling.

Great River Energy Bike Festival/ Race (Pro) Minnesota Bike Expo (Free seminars) Commuter Challenge/ Bike to Work Day Twin Cities Bicycle Club Minneapolis Offroad Cycling Advocates Hosted 2002 ProWalk/ ProBike Hosted International Rails-to-Trails conference 2005 Critical Mass (monthly) Bicycle Art shows (seasonal/ varies) Bike-In at the Bell (Museum of Natural History) Bicycle Film Festival Trek's WSD Breat Cancer Awareness Ride Grim Racer 20K (Halloween costume Ride) Freewheel Bike Bicycle Expo Midtown Greenway Coalition Bolder Options (Youth mentorship) Youth Cycling League Major Taylor Cycling Club Hiawatha Bicycling Club Twin Cities Tandem Club Category 6 Racing Squad Ride of Silence

List your official bicycle/pedestrian coordinator or bicycle issues contact person on government staff.

Donald Pflaum

What department is the bicycle coordinator located in?

Public Works

How many hours are spent per year in this capacity?

2080

List all other government staff or contractors whose primary duties are devoted to bicycling issues.

Shaun Murphy

Do you have a Bicycle Advisory Committee, Ped/Bike Council or other venue for citizen input?

Yes

List the name of the Chair and their contact information.

Donald Pflaum- (612) 673 2129

Engineering Section

Do you have a policy that requires the accommodation of cyclists in all new road construction and reconstruction and resurfacing?

No

**Provided policy** 

You have not provided a copy of this legislation

## Have you provided training for your engineers and planners on how to accommodate cyclists?

Yes

## Description

Engineers and planners who work on bicycle projects regularly attend conferences and seminars on how to accommodate cylists' needs.

## Is there a mechanism to provide training on an on-going basis?

No

## How many bridges are in your community?

649

## How many are closed or inaccessible to cyclists?

None (except those on limited access freeways)

## Of those accessible by bike, how many have shoulders, bike lanes, wide curb lanes, or multi-use paths?

Most bridges have substantial accommodations which run the gamut from shoulders to multi-use paths.

## Do you have a bike parking ordinance?

Yes

## **Provided policy**

Your ordinance is on file, click here to view it.

## Are there bike racks or storage units at Schools?

Most

## Are there bike racks or storage units at Libraries?

ΑII

# Are there bike racks or storage units at Transit Stations?

Most

# Are there bike racks or storage units at Recreation Centers?

ΑII

# Are there bike racks or storage units at Government Buildings?

Most

# Are there bike racks or storage units at Office Buildings?

Some

## Are there bike racks or storage units at Retail Centers?

Most

# Are there bike racks or storage units at Public Spaces and Parks?

ΑII

## Are buses equipped with bike racks?

Αl

Can bikes be brought inside transit vehicles?

Yes

#### Please describe any restrictions

When the racks on the buses and trains are full, Metro Transit's formal policy is to ask cyclists to wait for the next transit vehicle. Informally, bus drivers and train conductors are allowed to permit overflow bicycles at their discretion.

## How many miles of bike lanes do you have?

40

How many miles of bike lanes are in your bicycle master plan?

100

What is the mileage of your total road network?

1094

What percent of arterial streets have bike lanes or paved shoulders?

11

How many miles of designated bike routes do you have?

12

How many miles of signed bike routes are in your bicycle master plan?

75

Please describe any maintenance programs or policies that ensure bike lanes and shoulders remain usable.

#### Routine maintainance:

The City of Minneapolis has a snow emergency policy that helps get snow cleared from curb to curb, including bike lanes. The City also regulary sweeps streets with bike lanes. Additionally, the 311 system allows cyclists to report maintenance issues. City staff regularly follow up on such requests from cyclists.

# **Capital Improvements:**

The City of Minneapolis and Hennepin County will be completing on-street bike projects on 38 miles of streets from 2008 to 2010, primarily funded through the Non-Motorized Transportation Pilot Program (NTP). This will include at least 6 miles of bicycle boulevards, which are residential streets which give bicycles priority over vehicles. The remaining 32 miles of streets will receive new bicycle lanes or bicycle sharows (shared use pavement markings). In addition, 2 miles of streets with bicycle lanes are receiving upgrades, in particular wider lanes. In April of 2008, the City of Minneapolis plans to apply for more funds through NTP, to continue to build upon the city's rapidly expanding on-street bikeway system (http://www.ci.minneapolis.mn.us/bicycles/spring\_2008\_solicitation.asp). The City Council has directed staff to explore Cycle Tracks as part of our Downtown Transportation Action Plan.

Please describe initiatives your community has taken to ensure or improve bicycle access, safety and convenience at intersections, including bicycle detection, signing and marking.

Bicycle lanes are extended to intersections in many instances, in order to give motorists and bicyclists a sense of how to operate in these areas. Minneapolis is moving toward a more comprehensive policy of marking these areas, with clear indications that cyclists have the right-of-way over merging motorists. Already, many intersections have signs which indicate that turning motorists shall yield to cyclists, particularly in the busy downtown district. Some intersections also have

signs which give cyclists clear use of turning lanes, where a bicycle lane is not extended to reach the intersection. Bicycle detection has not yet been methodically examined. However, the City plans to address this issue along every mile of the 32 miles of on-street bikeways which will be added in the next 2 years.

How many miles of paved or hard surface trails do you have?

82

How many miles of paved or hard surface trails are in your bicycle master plan?

50

How many miles of natural surface trails do you have?

5

How many miles of natural surface trails are open to mountain bikes?

5

What is the estimated acreage of open space and public lands within the community (city, county, state, and federal public lands)?

6400

Are these area open to cyclists?

Most

Please describe any maintenance programs or policies for multi-use paths.

#### Routine maintainance:

In 2000, the City and the Park Board adopted a policy of plowing all multi-use paths within 24 hours of the end of a snowfall. Trails are also regulary swept and volunteers often clean trash and debris off of trails. Citizens are encouraged (on the City's bicycling website) to use 311 to report broken glass and debris. The Midtown Greenway Coalition has a volunteer brigade which carries miniature brooms and dustpans, to clear glass off of the City's premiere multi-use path (the 5.6 mile Midtown Greenway).

## **Capital Improvements:**

Over the next 3 years, the City of Minneapolis is building 4 new trails segments, while the Minneapolis Park Board is building 2. The City is constructing Phase 3 of the Cedar Lake Trail on the northwest edge of downtown (1 mile), the Hiawatha Trail Connection on the northeast edge of downtown (0.2 miles), the UM Trail through the University of Minnesota campus (0.8 miles), and the 18th Avenue NE Trail between Marshall and Monroe Avenues (1.5 miles). The Park Board is constructing the St. Anthony Parkway Trail in Northeast (0.6 miles), and the Wabun Trail near Minnehaha Falls (0.5 miles). In addition, the City has recently invested in a tunnel under the I-35W bridge currently being reconstructed, to accommodate a connection from the UM Trail into downtown. In the meantime, the Park Board has begun an active and detailed planning effort for the completion of the Grand Rounds "Missing Link" through Northeast and Southeast Minneapolis. When completed, the Grand Rounds bicycle trail will completely encircle Minneapolis. During the past 2 years (2006 and 2007), several off-street trails have been completed by the City of Minneapolis, Hennepin County, and the Minneapolis Park Board, including the Loring Bikeway and Bridge (0.5 miles), the Midtown Greenway Bridge over Hiawatha (0.4 miles), the Midtown Greenway - Phase 3 (1.7 miles), the Minneapolis Diagonal Trail (2.9 miles), and the Upper River Trail - Phase 1 (0.8 miles).

Does your community have an ordinance or local code requirement for employers to provide bicycle parking, shower facilities, etc.?

Yes

## **Provided ordinance**

Your ordinance is on file, click here to view it.

Describe recreational facilities for cyclists such as a low traffic rural roads and signed routes.

The Minneapolis Grand Rounds is a 50 mile national scenic byway within the city that includes scenic views of the Mississippi River the Chain of Lakes, and Minnehaha Creek. This route includes over 50 miles of off-street trails. In Minneapolis, over 80% of off-street trails, including the Grand Rounds, include separate facilities for bicyclists and pedestrians.

## Are there other facilities that have been created to promote bicycling in your community?

Yes

## If yes, please describe:

The Midtown Bike Center will open in April of 2008, on the Midtown Greenway. The center was built with funds from the City of Minneapolis, the federal government, and Allina, a local HMO. The Bike Center will be run by Freewheel Bike Shop, and will offer bike storage, rental, and repair, as well as shower and locker facilities. Already, the City offers subsidized shower, locker, and bicycle storage facilities at 2 downtown parking ramps. The City, Metro Transit, and the University of Minnesota rent bicycle lockers in downtown, along major transit lines, and on the U of M campus. Finally, the City has operated an innovative Bike Rack Program for several years. The program installs public bicycle parking at public locations (at a 100% rate), as well as at private locations (at a 50% cost share rate). The program has regularly used all funding over the past 5 years, at the rate of \$30-\$40,000 per year. A unique feature of this program is the 50% business cost share program - this leverages private investment in bike parking through public investment, essentially doubling the public investment, while ensuring that businesses who really want bike racks will participate. Also, the program allows businesses to have a choice in rack and finish (color) instead of one style of rack. This further encourages businesses to participate by increasing their own footprint and branding (i.e. red bike racks to match red awning, repeating an aesthetic motif in bike parking). Creative racks, such as "bike" bike racks, are also funded through this program. According to Thunderhead's benchmarking report Minneapolis has nearly 20 times the national average in bike parking spots per capita, the highest of any large American city.

#### **Education Section**

## How do you educate motorists to share the road with cyclists? Please describe:

This spring, the City of Minneapolis will hire 4 full-time Bicycle & Pedestrian Ambassadors. One of the priorities of the Ambassador Program is to "build a culture of courtesy, acceptance, and safety for all mode shares including motorists, bicyclists, and pedestrians." The ambassadors will begin disseminating safety literature to motorists in 2008. They will also work with enforcement officials and the media, as part of an effort to increase motorist awareness of cyclists on the 38 new miles of on-street bikeways which will be installed in 2008 and 2009. In the past, Minneapolis has been fortunate to rely on the Minnesota Department of Transportation's (Mn/DOT) Share the Road safety education campaign: www.sharetheroadmn.org. This campaign was originally designed, branded, and launched in 2005. It has been successful in its goals to simplify the state statutes into accessible rules of the road, and is geared toward motorists, as well as bicyclists. As one example of the grassroots energy which exists in Minneapolis around this issue, the Longfellow and Seward neighborhoods initiated a "Share the Road" campaign in spring of 2007, along a 4-mile stretch of West River Parkway: http://www.startribune.com/blogs/roadguy/?p=248. The campaign used Mn/DOT's "Share the Road" materials. Local elected officials and community members participated in congregating and holding up signs along the parkway, to educate motorists.

## How many community motorists do you reach with these efforts?

Some

## Are there other bicycle education opportunities for adults?

Yes

#### Please describe

The Bicycle & Pedestrian Ambassador Program (mentioned above) is a \$900,000, 3-year funded effort to increase bicycling in Minneapolis and the surrounding 13 communities: http://www.ci.minneapolis.mn.us/bicycles/ambassador.asp. Additionally, the program will work in immigrant and minority communities, to do bicycle education in limited English proficiency and low-income areas. The Ambassador Program will also build upon the work of bicycle shops, which have for years conducted bike clinics. A number of our bike shops, including Freewheel, the Hub Bike Co-op, Penn Cycle, and Erik's, provide basic rules of the road, mechanics, and new bicycle information classes. Some shops also send staff to larger employers to perform free bicycle safety checks for employees. The Twin

Cities Bike Club, which has the mission "to promote safe and effective bicycling and recreational bicycle rides for the Minneapolis-Saint Paul area," has over 5,000 members. In addition to hosting dozens of recreational rides (open to the public) for beginners to enthusiasts, they host an excellent website explaining the basics of bicycling. They also have a strong presence at community events to increase the visibility of bicycling. http://www.biketcbc.org/ The Grease Pit Collective, which is located in the heart of the Somali community, is a public not-for-profit bicycle center where people learn how to repair bikes (and where they can also purchase inexpensive bikes). The Grease Pit also accepts donated bicycles, and runs an earn-a-bike program for youth. www.greasepitbikes.com Bike On is another organization which works with immigrants. Bike On recently received a \$1,000 climate change microgrant from the City of Minneapolis, to initiate "Women Bike On," which is a program to teach and encourage women immigrants who have never ridden how to use bicycles for transportation. http://www.bikeon.org/ Bedlam Theater, a local independent theater company, received a Climate Change grant for their "How Did You Get Here?" campaign to financially reward theatergoers who got to shows on bicycles, transit, or on foot. Metro Transit is launching a "Bike to Benefits" program in May of 2008. This program will provide new cyclists with a packet of information and materials to get them out of their cars. It will also include personalized route plans. http://www.bike2benefits.org/

## Do you have a bicycle safety program for children in schools?

Yes

#### Please describe

A system wide approach to bicycle safety for children is currently under development. Mayor Rybak recently initiated \$50,000 in funding to complete a community-wide plan for Safe Routes to Schools. The plan, which was finalized in February 2008, recommended that the school district reduce busing, put a greater emphasis on community schools, and provide staff to transport children to school on foot and on bicycle. In March of 2008, the school district, applied for a \$500,000 grant through Blue Cross Blue Shield's Active Living Program, to carry out the recommendations of the City's plan. The Bicycle & Pedestrian Ambassador Program has devoted 1 full-time staff member to working with youth. Through a partnership with Community Education and the Minneapolis Park and Recreation Board, the Ambassador Program will initiate a program in 2008, to work with middle and high school students to promote bicycling. The goal of this program will be to educate pre-driving youth on how to use bicycles to gain independence, save money, and help to reduce global warming, in lieu of driving.

## How many schools participate?

10 out of 66

## What other types of bicycle safety and education opportunities are available for children?

Already, several grassroots programs are in operation. One of the more successful programs to date takes place at Lake Harriet Upper Campus, an elementary and middle school. The program includes a week-long PE course that teaches rules of the road and bike-handling skills. It is a required program that all fourth graders participate in annually. The development of this course was in large part due to 2nd grade teacher Derek Carlson, who rides his bicycle into his classroom every day. Derek also received a grant for 20 bikes that allows him to extend bike programming to 2-3 other Mpls schools a year. This school also has an after school bike club that goes on fun rides on street and paved trails. On an average day, approximately 20% (or 120 out of 600) of the student body bikes to school. South High School also has a high proportion of students who bike to school. In 2006, staff, parents, and students voiced concerns to the City's Bicycle Advisory Committee that theft of bicycles was a huge problem. In response, the City provided new bicycle racks for up to 100 cyclists. Then in 2007, Americorps staff member Tim Connors and volunteer Billy Binder held a Bike to School Day event. They worked to educate students on preventing bicycle theft, by demonstrating how to most effectively use the new bicycle racks. Over 160 students biked to school that day, overflowing the existing bike rack capacity. At Wellstone International School, staff member Jeff Carlson operates the Wellstone Bike Club, which introduces bicycling to young adult immigrants from more than 20 groups around the world. Because Wellstone is located along the Midtown Greenway (which directly connects to Minneapolis' 82-mile trail system), students are able to use City facilities as an outdoor learning space. Using donated bicycles, many students learn how to ride a bicycle for the first time. All students learn the skills and joys of riding a bike, through field trips and the Wellstone bike-loan program. Wellstone Bike Club continues to grow, and now in

# How many children participate?

3,000 since inception

Do you make bicycle safety materials available to the public?

Yes

#### Please describe

The City of Minneapolis provides bicycle safety materials (like the Share the Road materials mentioned above) at community fairs and at bicycling events, such as the Bike Expo, the Minneapolis Bike Tour, and the Bike-In at the Bell. There is also information available on the city's website:

http://www.ci.minneapolis.mn.us/bicycles/Bicycling101.asp. A new website has also been launched by Transit for Livable Communities, at www.bikewalktwincities.org. This website provides bicycle safety materials, which will be distributed in brochure format through the City's Bicycle & Pedestrian Ambassador Program. Also, the Share the Road (STR) materials are made available both on the STR website and at city bicycle program open houses, and other bicycle events in the metro. Metro Transit publishes a bicycle - transit safety guide.

Do you have a bicycle ambassodor program that educates community members on local opportunities for bicycling and answers their questions? Yes

Do you have League Cycling Instructors in your area?

Yes

#### Please list their names:

Lisa Austin, Matthew Cole, Steve Clark, and Julie VanMersberger

Is bicycle safety education included in routine local activities (e.g. tax renewal, drivers licensing and testing, or inserts with utility bills each month)?

Yes

#### Please describe

The State Bicycle Advisory Committee has worked with the DMV and has had Share the Road materials included in the vehicle tab renewal a few times in the past few years. Approximate reach is 900K+ people statewide. (Nearly half of the statewide population resides in the metro area.) From the MN DMV Driver's manual: Sharing the Road with Bicycles Bicycles are legal vehicles on Minnesota roads and they share the same rights and responsibilities as other vehicles. Bicycle lanes are designed to separate bicycle traffic from normal vehicle traffic. It is illegal to drive in these lanes except to enter or leave the road or to prepare for a turn. Before crossing a bicycle lane, make sure it is safe to do so. Yield the right-of-way to approaching bicyclists. When the bicycle lane is clear, signal your intention to turn and then move into the bicycle lane before making the turn. Use caution when passing a bicyclist. When passing, the law requires at least three feet between the side of your car and the bicyclist. Watch for bicycle traffic at night. It is legal for bicyclists to ride at night but they are required by law to be equipped with legal lights and reflectors. Bicycle Laws Bicycle riders are required to obey all traffic laws. "Bicyclists must ride in the same direction as the flow of traffic, not against it. " Bicyclists must signal all turns and obey all traffic control signs/ signals and devices. " Bicyclists use the same hand and arm signals as other drivers use but they may also hold their right arm straight out to indicate a right turn. "Bicyclists should travel just to the right of faster moving traffic. However, certain hazards such as rough surfaces, debris, drainage grates or a narrow traffic lane may require bicyclists to move toward the center of the lane. Bicyclists may also move out in the lane when passing another vehicle or when making a left turn. "Bicyclists are allowed to ride two abreast. On a laned road, they must ride within a single lane." Bicyclists are not allowed to impede the normal and reasonable movement of traffic. "Bicyclists are encouraged to wear helmets. When riding a bicycle on a sidewalk, or across a roadway on a crosswalk, yield the right of way to pedestrians and give an audible signal before passing them. You may not ride a bicycle on a sidewalk within a business district, unless permitted by local authorities. Local authorities may also prohibit bicyclists from riding on any sidewalk or crosswalk. Bicyclists operating a bicycle on a sidewalk or crosswalk have all the rights and duties of pedestrians. Bicyclists can be difficult to spot in traffic. Watch for them in intersections, on sidewalks, and when you enter or leave alleys and driveways

**Encouragement Section** 

How do you promote National Bike Month in May (or another month)?

Bike to Work Day has taken several forms over the past years, but most recently has been part of a larger program of events to promote use other modes of transportation. It is organized by several metro-wide partners, including the City of Minneapolis, Metro Transit, and 4 Transportation Management Organizations (TMO's), and gains local and corporate sponsors from restaurants to retailers to bike shops. The mayor, member(s) of city council, and Hennepin county commissioner(s) serve as guests of honor. There were 28 rides and walks organized by volunteers in 2007. This past year estimates for people at the celebration downtown were approximately 270 people. Beyond that event, those who live or work in Minneapolis who pledged to bike at least once between April 1st and June 30th totaled over 2,300 participants, through Metro Transit's Commuter Challenge Program. In 2008, Bike to Work Day will be enveloped by a week-long celebration called Twin Cities Bike Walk Week. Features of the week-long event will include community-led activities, the Great Bike/Car/Transit Challenge, free breakfast locations, workplace team competitions, and commuter convoys. This year's goal is to have 10,000 participants within the week May 12-18th. www.bikewalkweek.org

How many people do you reach with events and activities during this celebration?

20000

Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?

Yes

Please describe

Yes, see above.

What portion of the community workforce do you reach?

Some

Is there an annual bike tour or ride promoted to the general public in your community?

Yes

#### Please describe

The Minneapolis Bike Tour, put on by the Minneapolis Park and Recreation Board, began in 2007. The ride features the Grand Rounds bike route system, and is one of the most complete and beautiful urban trail networks in the country. The route is closed to cars and was a huge success its first year with 4,700 people participating. www.minneapolisbiketour.com

Are there community road and mountain bike clubs, bicycle advocacy organizations or racing clubs?

Yes

#### Please describe

We have a number of organizations in the area. As previously mentioned we have the Twin Cities Bike Club, which has over 5,000 members. Hiawatha Bicycle Club is another bicycle ride club that serves our community. MOCA (Minneapolis Off Road Cyclists Association) is the Minneapolis MORC chapter dedicated to building sustainable single track trail in Minneapolis. The Twin Cities Bicycle Federation is a semi-organized group of volunteers who are interested in improving bicycling conditions in the metro. We have a very strong local race scene. Metro race organizations include: Birchwood Cycling Team, Grumpy's, Nature Valley, Flanders Bros., Grand Performance, Category 6 Racing, Speedfix Racing, Silver Cycling, Super Team Cycling, and The Hub Cycling League. There are also some program focused groups that include The Midtown Greenway Coalition, Cedar Lake Trail Association, The Hub Bike Co-Op, Scallywags and The Grease Pit-community based bike shops who teach bike repair classes. Scallywags Bike Club is a Christian bike collective that has a shop and runs some clinics. Dames on Frames is an informal group that focuses on women and cycling and hosts periodic discussions on topics like winter biking and bike safety, and also publishes a zine on these topics. Finally, there are several bicycle-related businesses (aside from bike shops), operating in Minneapolis. These include Dero Bike Racks (www.dero.com), Peace Coffee (www.peacecoffee.com), and a handful of bicycle messenger operations. Quality Bike Products, which originated in Minneapolis, is now located in the southern suburb of Bloomington.

How many specialty bicycle retailers (i.e., bike shops, not big box retailers like K-Mart or Wal-Mart) are there in your community?

21

Bicycle Friendly Community Administrator

## Are there other bicycling areas or facilities such as BMX tracks, velodromes or mountain bike centers in your community? Please describe.

We do not have these facilities within the city limits, but many resident cyclists use facilities in the greater metro area. Blaine is home to one of the few remaining wooden, outdoor velodromes in the country. They have various programs and races including the popular Thursday nights series. For BMX, the metro area is home to three dedicated and popular parks including Third Lair, The Oval, and the White Bear Lake YMCA, all of which feature free or low cost entry, lots of space, and big, tall ramps. There are other smaller skate/ BMX parks as well. The Minneapolis Park and Recreation Board provides six skate parks within the City of Mpls. Equipment in these parks is no greater than 4 ft in height and all of them allow both skaters and BMX riders.

## Does your trail system have a unit of the National Mountain Bike Patrol?

No

## Are there opportunities to rent bicycles in your community or other recreational opportunities involving bicycling?

Yes

#### Please describe

Local shops including Penn Cycle, Calhoun Cycles, and One on One Bicycle Studio rent several types of bicycles for city, road, or mountain bike use. The Minnepolis Parks Board also has a small recreational fleet at a two tourist locations including Lake Calhoun and Minnehaha Falls.

## Do you have Safe Routes to School program that includes bicycling?

Yes

#### How many schools are involved?

Few

#### Please describe

The City's Public Works Department initiated a Safe Routes to School program in 2005, and has received grant funding to improve biking and walking conditions at 5 Minneapolis schools. Improvements include crosswalks, sidewalk installation, and education. Additionally, Mayor R.T. Rybak recently initiated a planning process to initiate a city-wide SRTS program. The plan was completed in December of 2007, and includes recommendations for improvements to the bicycling landscape around schools.

## Does your community have youth recreation and intervention programs that are centered around bicycling?

Yes

#### Please describe

Our most notable organization is called Bolder Options. They are an early intervention youth mentoring program that focuses on at-risk youth ages 10-14 years old. Bolder Options uses a mentor-youth interaction on the fun, challenging activities of running and biking to teach youth that they can succeed in all of life's races, and they build a community of caring relationships in support of our youth.

# Do you publish a bike map and keep it up to date?

Yes

#### Please describe

Minneapolis currently has a bicycle map on the City's website: http://www.ci.minneapolis.mn.us/bicycles/bikemap-sharedlanes.pdf. This map is updated annually. Hennepin County also has a bicycle map which is online, and in print. Their map is updated biannually. Additionally, Little Transport Press publishes a very popular regional bicycle map: http://www.littletransport.com/store/?category=12, which is sold at local bike shops and book stores. The map is currently in its 8th edition.

# Do you publish a map of mountain bike trails?

Yes

#### Please describe

Though we also have mountain bike trails around the metro, we are proud to have approved mountain bike trails in Theodore Wirth Park. There is an online and published map of the demonstration project trail that was built through a partnership with Minneapolis Parks and Recreation Board and the Minneapolis Off-road Cycling Assoc. (MOCA). The trail is located within the city and is 4.36 mile course. It twists and climbs its way through a wooded, hilly section of Theodore Wirth Park east of Twin Lakes. Few cities can claim such a commitment to dedicated mountain bike trails within city parks.

## Please describe any other efforts in your community to encourage cycling

Minneapolis is home to one of the richest bike cultures in North America. The largest event, the Great River Energy Festival (http://www.minnbikefestival.com/), is part of a 5-Day stage race that includes a Friday night downtown Minneapolis crit, BMX riders, family and kid events, exhibits, and more. It draws well over 10,000 spectators and prime media coverage. The Bike Film Festival http://www.bicyclefilmfestival.com/2007\_site/minneapolis/) is part of an international venue that features bicycling in all its forms from history to transportation to culture to art. The Bike-in at the Bell (http://www.bellmuseum.org/bike-in/index.html) brings together bicycle enthusiasts, transportation advocates, environmental groups, artists, and community leaders for a celebration of bike and environmental sustainability. Global Bike Days (http://www.globalbikedays.org/), held at the Minneapolis Global Market, emphasizes diversity, music, food, and biking for transportation. There is also a fantastic bike sub-culture that includes the internationally famous Stupor Bowl (http://www.myspace.com/stuporbowlxi), which is the largest alley cat race in the country. We also have one of the first all-girl alley cats, Babes in Bikeland (http://www.myspace.com/babesinbikeland). Many culture and subculture discussions and more are posted at the well-used Minneapolis Bike Love site: http://www.mplsbikelove.com/. One-on-One Bicycle Studio, which is a sub-culture hotspot and has been featured in Bicycling Magazine's favorite shop section (http://www.mplsbikelove.com/) not only has great bikes, coffee and food, but hosts critically acclaimed and well-attended bike art shows in its gallery. Northeast Minneapolis's Altered Aesthetics hosts the annual Bike Art show (http://www.bicycleart.org/). Currently looking for new sponsorship, the Minnesota Bike Expo, held in downtown Minneapolis hosted over 10K and 5K attendees in 2006 and 2007 respectively. (http://www.bicyclingtravel.com/)

**Enforcement Section** 

Is your local police department aware of the concerns of cyclists in your community?

Yes

Is there a liaison that communicates with the bicycling community?

Yes

## If yes, please describe

We have a representative from the Minneapolis Police Traffic Control Unit that is a member of the Bicycle Advisory Committee. The MPD website provides information on bicycle theft prevention. http://www.ci.minneapolis.mn.us/police/about/bicycles.asp

Do you offer specific training to police officers regarding traffic law as it applies to bicyclists?

Yes

# If yes, please describe

General training regarding bicycle-related traffic laws is offered in the police academy.

Do you use targeted enforcement to encourage cyclists and motorists to share the road safely?

Yes

If yes, please describe

During the next 3 years (2008-2010), targeted enforcement dollars will be used to enforce laws affecting the safety of cyclists. These funds will come from the Non-Motorized Transportation Pilot Program, and will be used along street corridors which are receiving new bicycle lanes and other facility improvements. For the 2006 calendar year, the City of Minneapolis performed a crash analysis of all bicycle-vehicle crashes which were reported to the Minneapolis Police Department. The findings of this analysis will inform the behaviors which are targeted by law enforcement.

## Do you have public safety employees on bikes?

Yes

#### If yes, please describe

Minneapolis was one of the first cities in the country to offer the opportunity for law enforcement officers to patrol by bicycle. All officers who do so must be certified by the International Police Mountain Bike Association.

## Indicate the number of employees on bike as well as the size of the entire staff.

The size of the entire Minneapolis Police Department is 825. Last year, 35 police officers received certification to patrol by bicycle. That brought the total number of certified officers to 229, or 28% of the police force. The Downtown Precinct (there are 5 precincts in Minneapolis), regularly use 14 full-time and 6 part-time bicycle patrol officers.

Do you have a mandatory helmet law?

No

To what ages does it apply?

no answer provided

Do you have mandatory sidepath laws?

No

If so, what is the status of these laws?

no answer provided

Are they enforced

no answer provided

## **Evaluation & Planning Section**

# Do you have any information on the number of trips by bike in your community including census data?

Yes

#### Please describe

Since 1974, the City of Minneapolis has been counting bicycles in the periodic "Downtown Cordon Count." Since that time, bicycle travel has increased nearly five-fold, from 0.2% to 0.9% of all trips, in an area surrounding the Downtown West neighborhood. In the 1990's, the City installed several automatic "loop detector" counters on the Cedar Lake Trail and the Midtown Greenway. These counters tally the number of cyclists 24 hours a day, 365 days a year. While the CLT counters are currently out of operation (with some historical data available), the Midtown Greenway counters are fully functional, with complete hour-by-hour data available since February 2007. In 2000, the Metopolitan Council (the local MPO) conducted an extensive survey of travel behavior. This survey found that 4.5% of all trips in Minneapolis are taken by cycle. In September of 2007, the City of Minneapolis and Transit for Livable Communities partnered to conduct a city-wide bicycle count at 57 locations, using over 80 volunteers. 2-hour and 12-hour data was extrapolated into 24-hour estimates, for use in comparison with vehicular data. The highest count location occurred near the University of Minnesota on 15th Avenue SE, with 3,540 bicyclists tallied in the estimated 24-hour

period. Additionally, the downtown area saw a 51% increase in cyclists, compared with a special 2003 downtown bicycle count. A complete report, along with maps and data tables, can be found at http://www.ci.minneapolis.mn.us/bicycles/Count\_Report.pdf. Census data shows that Minneapolis has the second highest commute mode share among the largest 50 cities in the country. In 2006 results, the percentage was 2.5%, second only to Portland, Oregon. This figure has been steadily rising since 1980 (0.99%), 1990 (1.6%), and 2000 (1.9%). The media has been quick to report these figures, which has resulted in common local knowledge of our respected bicycling status: http://www.startribune.com/local/minneapolis/11550821.html http://nc.startribune.com/blogs/roadguy/?p=476

How many cyclist/motor vehicle fatalities have occurred in your community in the past five years?

4

How many cyclist/motor vehicle crashes have occurred in your community in the past five years?

1334

Do you have any specific plan or program to reduce these numbers?

Yes

Do you have a system in place that allows bicyclists to submit ideas and concerns to public officials?

Yes

#### Please describe

Bicyclists contact City officials through 3 primary means: telephone, the website, and in person. Contact information for Bicycle Program staff is listed on the City's bicycling website: http://www.ci.minneapolis.mn.us/bicycles/contactus.asp. Cyclists can also call 311, the City's central service for answering citizen requests and complaints. The City's website also has 2 related pages, one on Bikeways Maintenance (http://www.ci.minneapolis.mn.us/bicycles/maintenance.asp), and the other on Feedback (http://www.ci.minneapolis.mn.us/bicycles/public-comment.asp). In 2007, the City held a public open house to gather feedback from the cycling and pedestrian communities: http://www.ci.minneapolis.mn.us/bicycles/news-openhouse.asp. Over 125 people attended. The City also has a bicycling listserv, which has 1,900 subscribers. Topics including grand openings, volunteer opportunities, community events, detours, and seasonal advice are covered. Listserv e-mails are sent out an average of once per month. The last listserv e-mail is always posted on the City's bicycling home page (www.ci.minneapolis.mn.us/bicycles), in the form of a news item.

Do you have a comprehensive bicycle plan?

Yes

When was it passed or updated?

12/31/2000

Is it funded?

Partially

What percentage has been implemented?

Some

Do you have a trails master plan that addresses mountain bike access?

Yes

And are there ongoing relations between the mountain biking community and the community recreation and planning staff?

Yes

Is your bicycle network part of the broader development plans, land use plans, and ongoing development projects?

Yes

How many trails, bike lanes, paved shoulders, bike routes connect with each other to provide a seamless transportation options?

Most

Have you evaluated your transportation network and prioritized bicycle improvements based on hazards and needs?

Ye

## What specific improvements do you have planned for bicycling for the following year?

The original city bicycle master plan, passed in 2000, is a map of infrastructure projects. By the end of 2008, the city will complete a year-long project of compiling information and research for a comprehensive bicycle plan that includes engineering, enforcement, education, evaluation as well as leading policies on bicycling. See earlier answers in the "Capital Improvements" answers under the Engineering section, as well as the entire Education Section. In addition to those improvements, the City will be installing \$200,000 worth of bicycle parking facilities (an NTP-funded project) around Minneapolis. Also, the new Twins Stadium will be built with enough bicycle parking to accommodate a large number of cyclists, in order to obtain LEED certification. In a current draft of an amendment to our zoning code, bike parking would be required city-wide for most land uses. These would include but not be limited to locations such as office buildings, retail stores, and restaurants. Finally, several members of the Bicycle Advisory Committee are working with the Minneapolis Police Department to institute a Bicycle Bait Program.

## What are the three primary reasons your city deserves to be designated as a Bicycle Friendly Community? Reason One:

Minneapolis is the national leader in urban trail infrastructure. Visitors from all over the world marvel at our trail network. The premiere example is the 6-mile Midtown Greenway, which bisects the entire city from St. Paul to the suburb St. Louis Park. Commuters not only have a great car-free option via this Greenway, they have access to an interconnected network of trails that link to other suburbs, downtown, the Chain of Lakes, and the southern suburbs. Access to this beautiful network benefits both transportation and recreational users.

## What are the three primary reasons your city deserves to be designated as a Bicycle Friendly Community? Reason Two:

Culture: Our Eastern neighbor, St. Paul, has fantastic trails as well - so why is their modal split so much lower than ours? It's the culture. We have more events, programs, festivals, and organizations that focus on or emphasize bicycling than nearly any city in the U.S. Granted, we somehow have not managed an umbrella metro or statewide advocacy group - but a big part of that reason is that we have it so good here. And, as a neighborhood based city, like all great cities, our citizens have taken the needs of their community and worked to make improvements one segment at at time. It has worked.

# What are the three primary reasons your city deserves to be designated as a Bicycle Friendly Community? Reason Three:

We are a Bicycle Friendly Community. One of our explicit City goals is to become more bikeable (http://www.ci.minneapolis.mn.us/council/goals/). We know that we are faced with many challenges and still have much room to grow, but our actions show it best: 4.5% mode share on all trips and 2.5% mode share for the commute to work. We are second only to Portland in these mode share values, and we have much harsher winters. Everything we are doing is making a difference, and that's getting more people on bikes every day. It's not innovative programs like our bike parking program that leads the nation at nearly 20x the national average, or our fantastic trails network, or our booming bike culture. It is all of these things working together.

# What are the three aspects of your community most in need of improvement in order to accommodate bicyclists? Number One Aspect:

While the on-street bicycle network has gained many achievements since the first modern-day bicycle lane was installed on University Avenue in the 1974, there is much remaining work to be done. The percentage of arterial streets which have bicycle lanes is relatively low. The consistency and placement of bike lanes generally gets low marks from the cycling community. Sections of the "signed route" network are currently in disrepair. Given the city's commitment toward doubling the miles of the on-street system in the next 2-3 years, as well as the general enthusiasm and interest in better design standards, we fully expect the on-street system to make large and effective strides.

## What are the three aspects of your community most in need of improvement in order to accommodate bicyclists? Number Two Aspect:

We do have a good infrastructure plan and an informed citizenry that both offer guidance, but we are lacking important policies that drive the implementation of a full bicycle system. These policies should include, for example, a complete streets policy and a strengthened bike parking ordinance. The City's Bicycle Master Plan (expected to be complete by the end of 2008) will make recommendations for areas of bike-related policy change.

## What are the three aspects of your community most in need of improvement in order to accommodate bicyclists? Number Three Aspect:

We have not been very effective in education and enforcement of traffic laws and safety, as they relate to cycling. While our cycling fatality rate is quite low compared to other cities (Thunderhead 2007 Benchmarking report), and there are anecdotal reports from new arrivals that Minneapolis drivers are respectful toward cyclists, we need to improve in this area. Knowledge of the "Three Foot Minimum Passing" law is low, amongst the general driving public and bus drivers. Similarly, there is confusion surrounding sidewalk riding and trail-street crossing laws. There is also excessive red-light running by cyclists (caused in part by signals which do not detect bicycles), which creates a general air of consternation from motorists. Three new developments, including the launch of the Bicycle & Pedestrian Ambassador Program in 2008, set-aside dollars (in each new bicycle infrastructure project) for enforcement of cycling-related traffic laws, and an initial examination of signal detection for cyclists (along new project ares), are expected to greatly improve education and enforcement of traffic laws and safety.